



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON ONE
FPO AP 96601-6100

1991

5030
Ser 00/182

30 APR 1992

From: Commanding Officer, Fighter Squadron ONE
To: Director of Naval History (OP-09BH), Washington Navy Yard
Washington D.C. 20374-0571

Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for Calendar Year 1991

1. Per reference (a), enclosure (1) is submitted.

D L Bernhard
D. L. BERNHARD

Loggen

FIGHTER SQUADRON ONE COMMAND HISTORY
FOR
CALENDAR YEAR 1991

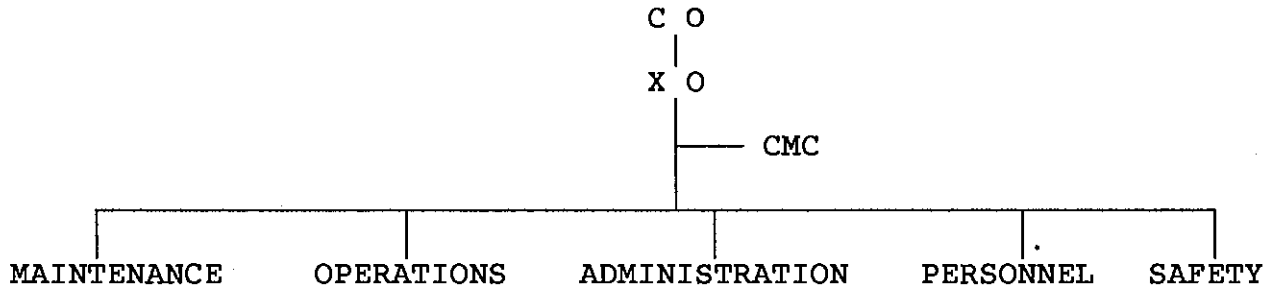
Enclosure (1)

COMMAND COMPOSITION AND ORGANIZATION

1. Mission: Fleet Air Defense

2. Composition: Fighter Squadron ONE is composed of 28 aircrew (14 pilots/14 NFO's), five ground support officers, and 220 enlisted personnel.

3. Organizational Structure:



Fighter Squadron ONE is assigned to Commander, Carrier Air Wing TWO (CVW-2), deployed aboard USS RANGER (CV-61) and stationed at NAS Miramar, CA. when not embarked. The functional wing commander is Commander Fighter Airborne Early Warning Wing, U.S. Pacific Fleet, NAS Miramar, CA.

4. Number/type of aircraft: Eleven (11) Grumman F-14A Tomcat aircraft, tailcode NE (100 series)

CHRONOLOGY 1991

- January - Battle Group DACT 08 Jan - 14 Jan
10 sorties/21.4 hours
- MISSILEX 11 Jan (3 for 3 missiles)
- Operation Desert Storm 17 Jan - 20 Mar
582 sorties/2085.2 hours (1377.3 Night)
- February - Downing of Iraqi HIP Helicopter 6 Feb
The only F-14 air-to-air victory of Operation Desert Storm
- March - Defensive Operations in the Persian Gulf
(21 Mar - 18 Apr)
- DACT with French Air Force (15-18 Mar and 28-31 Mar)
9 sorties/25.8 hours
- April - Change of Command 01 Apr
- DACT with French 02 and 11 Apr
5 sorties/11.5 hours
- AWEX 22 Apr
- Depart Persian Gulf 19 Apr
- May - DACT with Royal Thailand Air Force 4 May
4 sorties/8.6 hours
- COPE MAX 6-14 May
46 sorties/95.7 hours
- MISSILEX 19 May (2 for 2 missiles)
- June - Post Deployment Fly-in NAS Miramar 7 Jun
- Return from 6 month deployment aboard USS RANGER 8 Jun
- Material condition inspection 27 Jun
- July - MISSILEX 23 Jul (4 for 4 missiles)
- August - ACM detachment NAS North Island 13-18 Aug
59 sorties/95.7 hours
- Completed FRS air-to-ground training syllabus 19 Aug
- MISSILEX 22 Aug (2 for 2 missiles)
- Air-to-Ground bombing qualification 27-31 Aug
32 sorties/56.2 hours/20 for 20 MK-83 expended
- September - China Lake EWTES detachment 10-12 Sep
30 sorties/44.0 hours
- MISSILEX 18, 19 Sep (3 for 3 missiles)
- SLATS 16-27 Sep (2 aircrew)
- EWOS 16-18 Sep (4 aircrew)
- High Noon 26-27 Sep
17 sorties/24.7 hours
- November - F-14 OAG 5-7 Nov
- FFARP (including 12-22 El Centro Det) 4-22 Nov
237 sorties/257.9 hours

- December - REFTRA, USS RANGER, Socal 2-13 Dec
166 sorties/188.4 hours
- MISSILEX 10 Dec (3 for 3 missiles)
- SEPTAREX 11 Dec
- Strafe COMPEX 18-30 Dec

NARRATIVE

Fighter Squadron ONE enjoyed an outstanding year in 1991. Demonstrating an incomparable operational capability, the Wolfpack proved its worth when called to war. As one of the finest aviation commands in the Navy, the squadron's hard work and team effort are reflected in terms of maximum preparedness. The combination of our highly skilled officer corps and enlisted personnel, both characterized by winning drive, determination, and commitment to excellence, led to unsurpassed maintenance, combat ready aircraft and aircrew, and outstanding safety achievements.

The many accomplishments of this squadron (as depicted in the chronology) encompassed every aspect of the F-14/fighter mission. From Desert Storm and Defensive Operations in the Gulf through a dynamic compressed turnaround training cycle, squadron aircrew and enlisted personnel unequivocally met every operational and exercise tasking and successfully passed every inspection and evaluation.

The squadron achieved unparalleled combat success and readiness as evidenced by a remarkable combat sortie completion rate and an air-air victory in combat. Despite funding shortfalls and limited aircraft availability, VF-1 maintained the keen edge of readiness through the beginning of an unusually short and demanding training cycle for the next deployment. The squadron sustained an enviable major mishap free safety record spanning over 4 years and 19,000 flight hours. The team spirit and selfless dedication of every Wolfpack member paid off handsomely as each objective was met and every goal was achieved during 1991.

SUPPORTING DOCUMENTATION

1. General Contributions to Individual Community:

- a. Provided joint liaison for Battle Force Zulu in Riyadh, Saudi Arabia during Operation Desert Storm. Participated in E-3 AWACS airborne coordination, greatly improving Navy and Air Force interoperability.
- b. 1991 COMFITA EWINGPAC "TAILHOOKER OF THE YEAR",
RIO - LT (b) (6)
Pilot Runner up - LT (b) (6)
- c. Continued a program of recognizing top performers by awarding 4 Navy Achievement Medal's (NAM) in addition to monthly Sailor/Junior Sailor of the Month, Aircraft Plane

Captain and Supervisor of the Quarter awards. Additionally, NAM's, Navy Commendation Medal's (NCM), and numerous Letters of Commendation were awarded by COMCARAIRWING TWO (CVW-2), Battle Group Echo and Seventh Fleet for individual performance during the deployment and Operation Desert Storm.

- d. An active professional development board and advancement of enlisted personnel under the Command Advancement Program, contributed in large part to morale/retention.
- e. Enthusiastic support of NAS Miramar and major MWR events including a 10K run, Special Olympics, Fightertown Festival and to the Miramar Airshow.

2. Achievements in Aviation Safety:

a. Accident Free Flight Hours: Over four years and 19333.3 hours since last accident (July 87).

b. Mishaps (Class A): None.

c. Mishaps (Class B): None.

d. Mishap (Class C): None.

e. Ground Mishaps: None.

f. Safety/Incident Reports:

(1) Safety

- (a) OPNAVINST 3750.6 - 6
- (b) OPNAVINST 4790.2 - 30
- (c) OPNAVINST 5102.1 - 0

(2) Naval Aviation Material Discrepancy Reporting Program (NAMDRP).

- | | |
|--|----|
| (a) Hazardous Material Reports (HMR) | 9 |
| (b) Technical Publication Discrepancy Reports (TPDR) | 5 |
| (c) Engineering Investigation Requests (EI) | 9 |
| (d) Quality Deficiency Reports (QDR) | 2 |
| (e) Explosive Mishap Reports (EMR) | 11 |

f. Naval Aviation Training Operational Procedures Standardization (NATOPS) Evaluation Grade: Not scheduled in CY 91.

g. NATOPS Contributions: 71 NATOPS change recommendations submitted in the following categories:

- (1) Procedural Data Error. 26
- (2) Factual Data Error 7
- (3) Omission of Data 13
- (4) Clarification of Misleading Data 9
- (5) Typographical/Gramatical/Redundant Text. . . . 16

h. Foreign Object Damage (FOD) Rate: 0.39 (2 FODS while embarked in USS Ranger deployed to the Persian Gulf).

i. Fastener Integrity Program: Still the base/air wing model program. Continued emphasis and education ensures every fastener on up aircraft is inspected daily by designated aircrew teams, Plane Captains and Quality Assurance Representatives. Outstanding program management minimized FOD and related damage.

j. Six safety related articles submitted and three accepted for publication in Approach magazine.

- (1) "One of Those Nights...", MAR 91
- (2) "Blue Death Raining On Me", AUG 91
- (3) Bravo Zulu Article ICO LT (b) (6) and LCDR (b) (6) SEP 91
- (4) "Dual Engine Flameout" Awaiting Publication
- (5) "Join Up, Shut-up" Awaiting Publication
- (6) "Flyoff Follies" Awaiting Publication

k. Submitted 9 COMFITAEEWWINGPAC "Pro's of the Week". Four were selected.

3. Achievements in Personnel Readiness:

a. Officer Retention:

- (1) Officers Reaching Initial Service Obligation: 3
- (2) Officers Separated: 1 Involuntary

b. Enlisted Retention:

	Elig	Reenl	Percent
(a) First Term Enlisted:	34	19	56%
(b) Second Term Enlisted:	12	9	75%
(c) Career Enlisted:	11	11	100%

c. Enlisted Advancement: (Mar 91 and Sep 91 exam cycle total):

- (1) Number Eligible: 153
- (2) Number Examined: 146 (95% of total elig)

- (3) Number Advanced: 33
- (4) Number Passed, but not advanced (PNA): 114

4. Combat Readiness

- a. Total Flight Hour Grant: 4770
- b. Percent of Grant Flown: 107%
- c. Hours Flown:
 - (1) Total: 5088.2
 - (2) Day: 2740.3
 - (3) Night: 2347.9 (46%)
- d. Sorties Flown Day: 1391
- e. Sorties Flown Night: 1001
- f. Embarked Days: 171
- g. Embarked Hours:
 - (1) Total: 3479.2 (68.4%)
 - (2) Day: 1477.6
 - (3) Night: 2001.6 (58%)
- h. Total Carrier Landings:
 - (1) Total: 1404
 - (2) Day: 584
 - (3) Night: 820
- i. Carrier Landing Performance:
 - (1) Squadron average: 3.75
 - (2) Overall Boarding Rate: 92%
 - (3) Day Boarding Rate: 93%
 - (4) Night Boarding Rate: 89%
- j. CWTPI: Not scheduled in CY 91.
- k. IWSR: Successfully completed 05 Aug - 06 Sep 91.
Encompassed over 191 classroom training hours and 790 man hours of on-the-job-training. MTIP test scores improved by an average of 19.6 points for each of the eleven technicians who participated.
- l. ATA: Not scheduled in CY 91.
- m. Command Inspection: Not scheduled in CY 91.
- n. Maintenance Program Assist (MPA): Successfully completed COMFITAEEWWINGPAC MPA 9 Aug 91.

o. Other Awards:

(1) Fighter Derby: Successfully completed 23-24 Aug 91. First squadron to complete in only two days. Runner up.

(2) High Noon: Completed 26-27 Sep 91. Runner up.

(3) 1991 COMFITAEEWINGPAC "Tailhooker of the Year":
RIO - LT (b) (6) and Pilot runner up - LT (b) (6).

5. Weapons Delivery and Capability

a. ACM COMPEX: Aircrews awarded thirty-eight (38) individual ACM Battle "E's".

b. Gunnery COMPEX: Aircrews awarded eighteen (18) individual air-to-air Gunnery Battle "E's".

c. Air-to-Air Missile COMPEX: Aircrews earned four (4) individual AIM-54, twenty (20) AIM-7 and ten (10) AIM-9 Missile Firing Battle "E's".

d. MAS Non-Firing COMPEX: Aircrews awarded twenty-three (23) individual Battle E's.

e. Air-to-ground Bombs: Qualified 20 aircrew for LDGP High Angle Ground Attack. Squadron CEP: 146 feet.

f. Missile Success Rate: 18/18 (100%)

g. Missile Captive Carry Hour:

* (1) Total: 21059.5 hrs
(2) AIM-54: 982.3 hrs
(3) AIM-7: 9776.6 hrs
(4) AIM-9: 10300.6 hrs

* Total Captive Carry Hours are a 460% increase over CY 90 (includes estimates through 31 Dec)

6. Weapons System Readiness.

a. Full Mission Capable (FMC) Rate (3M):

JAN	64.0	APR	65.5	JUL	33.8	OCT	26.9
FEB	61.8	MAY	61.5	AUG	30.2	NOV	40.8
MAR	66.9	JUN	47.9	SEP	29.7	DEC	38.3

Year Average: 48.9%

b. Mission Capable (MC) Rate (3M):

JAN 70.9	APR 68.1	JUL 37.6	OCT 33.8
FEB 65.7	MAY 64.6	AUG 33.8	NOV 43.7
MAR 69.1	JUN 48.9	SEP 35.0	DEC 39.1

Year Average: 52.7%

c. Cannibalization Rate per 100 Flight Hours:

JAN 15.7	APR 19.9	JUL 31.6	OCT 26.9
FEB 11.5	MAY 33.9	AUG 31.6	NOV 26.8
MAR 18.2	JUN 9.1	SEP 23.1	DEC 10.9

Year Average: 22.2%

d. A-799 Rate:

JAN 4.6	APR 3.5	JUL 2.7	OCT 3.0
FEB 4.2	MAY 2.1	AUG 5.2	NOV 3.8
MAR 3.7	JUN 0.6	SEP 5.4	DEC 3.4

Year Average: 3.5%

e. Aircraft Utilization:

JAN 64.4	APR 35.5	JUL 13.6	OCT 32.0
FEB 87.2	MAY 18.9	AUG 31.2	NOV 30.0
MAR 52.9	JUN 8.3	SEP 28.3	DEC 29.0

Year Average: 37.7%

f. Corrosion/Material inspection: Successfully completed 27 Jul 91. Out of twelve (12) areas graded, received seven (7) outstanding, four (4) excellent and one grade of satisfactory. All 11 aircraft passed corrosion inspection.

g. ASPA 11 inspection: 8 of 8 aircraft passed.

h. MTIP: 78%; highest completion rate for a fighter squadron at NAS Miramar.

7. Weapons Systems/Tactics Development

a. AWCAPS

(1) Deficiency. Identified pipper perturbations in air-to-air multi-mode gunsight with radar lock.

(2) Enhancement. Improved logic for TCS/HUD camera selection during trigger squeeze. Expanded use of air-to-ground status buffer. Include following across:

ENA - (Computer target) - pickle enabled.
DRP - (Computer target) - release voltage issued to ordnance rack.

Enhances aircrew SA of weapons status. Supports future use of mission recorder for debrief.

b. F-14 OAG inputs: Fourteen (14) submitted. Numerous recommendations were made by the squadron representative present at the 5-7 November OAG meeting. Experience obtained in the Arabian Gulf during Operation Desert Storm contributed to this successful meeting.

c. EW OAG Inputs: Represented CVW-2 in debriefing EW effectiveness during Operation Desert Storm for ALR 45/50 and ALQ 126B equipped F-14 squadrons.

d. Military Cash Awards Program (MILCAP): 15 Beneficial Suggestions submitted, 9 forwarded for further evaluation, 5 suggestions resulted in cash awards.

(1) 01-90 (10 Jan 91) Miniature Oxygen Regulator Refurbishing. Provides "0" level refurbishing and reclamation of consumable oxygen regulators using alcohol/water solution for multiple reuse. Cash award forwarded for Navy wide consideration.

(2) 02-91 (27 Jan 91) Engine/Probe Anti-ice Switch. Prevent countless burn injuries to maint personnel by incorporating lift-lock type engine/probe anti-ice switch to preclude accidental activation. Cash award forwarded for Navy wide consideration.

(3) 06-91 (28 Mar 91) Flight Glove Modification. Significantly enhance flight deck safety through better communications by attaching reflective tape to flight gloves to increase visibility. Cash award forwarded for Navy wide considerations.

(4) 07-91 (25 Apr 91) ACM Pushtile Retention Plate. Reduce maintenance man hours and significantly increase aircraft/aircrew safety by installing retention plate to ACM pushtiles, thereby eliminating a common potential cockpit FOD problem. Cash award forwarded for Navy wide consideration.

(5) 09-91 (25 May 91) Refueling Cap Retaining Chain Modification. By shortening refueling cap chain, the inadvertent closure of refueling panel door with replacing cap is prevented, eliminating a potential engine FOD source. Cash award forwarded for Navy wide consideration.

(6) 01-91 (10 Oct 91) Hangar Bay Cleaning Solvent. Provides a cheap EPA-approved solvent for cleaning grease, dirt and industrial fluids. Pending award status.

(7) 02-92 (28 Oct 91) Station 4/5 "B" Decoder. By sealing station 4/5 "B" decoder, prevents early failure of this WRA due to hydraulic, fuel and/or water intrusion. Pending award status.

(8) 04-92 (05 Nov 91) HUD Camera Installation Mod. Replace HUD camera mounting screws with thumbscrews, allowing aircrew installation/removal, thereby reducing maintenance man hours and increasing HUD camera availability. Pending award status.

(9) 05-92 (29 Nov 91) Throttle Quadrant Adapter Interconnect. Significantly reduces maintenance man hours and accessibility by providing a throttle quadrant test set which connects directly to the throttle quadrant cannon plug. Pending award status.

e. Buy Our Spares Smart (BOSS): Maintaining strong command support with 25 inputs.

8. Contributions to Tactics Development.

a. Submitted three Topgun Journal articles:
"Training for the Next War," published in the Summer '91 issue;

"Swing Tarcap: Fight and Strike," submitted Oct 91.
"French Mirage 2000 Lessons Learned," published Winter 92.

b. Submitted two Aimpoint articles:
"Over Iraq," published in the Spring '91 issue;
"AWACS Integration in Desert Storm," published in the Summer '91 issue.

c. WEPTAC: Three aircrew attended; LT (b) (6) 15-19 July 91, LT (b) (6) 23-27 September 91, and LT (b) (6) 28 October - 1 November 91 to develop improved employment tactics for the AIM-54 in the outer air battle/ECM environment.

d. Strike Tactics: Deployed to NAS China Lake 10-12 September 91 in support of Navy Fighter Weapons School development of F-14 Strike Tactics in a hostile IADS.

e. Dissimilar Air Combat Training (DACT): Developed and implemented a formal DACT training program for use in the Battle Group:

(1) Air Wing DACT - Qualified all CVW-2 attack squadrons to participate in Air Wing "MIG Alley". Increased the Wing's overall ACM tactical proficiency;

(2) Battle Group DACT - Included the USS TARAWA Air Wing in ACM training. Preparing Battle Group for subsequent entry into the Persian Gulf;

(3) Allied DACT - Flew sorties against French F-1's, Mirage-2000's and Jaguars over Saudi Arabian airspace. Provided highly realistic training to Air Wing and Allied aircrew.

f. Mission Commander Syllabus: Developed a comprehensive Mission Commander training program which formalized a progressive, carefully monitored plan for aircrew professional development.

9. Commanding Officer: CDR R. D. McElraft Jan - Apr 1991
CDR S. C. Gaylor Apr - Dec 1991

Commanding Officer's Biography:

Commander Steven C. Gaylor is a native of (b)(6), where he graduated from Wartburg College in 1972. In January 1973, Commander Gaylor entered the Navy through the Aviation Reserve Officer Candidate Program and was commissioned in March of that same year. After receiving his wings in May 1974, he reported to Reconnaissance Attack Squadron THREE at NAS Key West, Florida. There he transitioned to the RA5C VIGILANTE. Upon completion of transition training in January 1975, Commander Gaylor reported to RVAH-5, making an extended WESTPAC deployment aboard USS RANGER.

Following this initial sea tour, Commander Gaylor was assigned in November 1977 to VT-23, where he served as the Carrier Qualification Standardization Officer. In February 1980 he reported to VF-124 at NAS Miramar for transition to the F-14 TOMCAT. Upon completion of this training, he was assigned to VF-2. Commander Gaylor twice deployed to WESTPAC and the Indian Ocean with the "BOUNTY HUNTERS" embarked on USS RANGER.

Upon detachment from VF-2 in August 1983, Commander Gaylor once again reported to VF-124, serving as the TARPS phase leader and Operations Officer, flying the F-14 TOMCAT. In March 1985 he reported to the "RENEGADES" of VF-24, where he served as the Operations Officer and made a deployment to WESTPAC/Indian Ocean aboard the USS KITTY HAWK (CV-63).

Commander Gaylor reported to Navy Fighter Weapons School (TOPGUN) in December 1986, where he served as Operations Officer and then Executive Officer until June of 1989. There he became qualified in the F-16N Falcon, F-5E Tiger II, and the A-4E Skyhawk. Commander Gaylor reported to the WOLFPACK in November 1989 as the Executive Officer and deployed to the Arabian Gulf in December 1990 aboard USS RANGER (CV-61) where he flew 41 combat missions in support of Operation Desert Storm. In April 1991, Commander Gaylor became Commanding Officer of the Wolfpack.

Commander Gaylor has accumulated over 4400 flight hours including over 2300 F-14 hours, and 700 carrier arrested landings. His awards and decorations include, 1 individual and 2 Strike/Flight Air Medals, Navy Commendation Medal, Navy Unit Commendation, two

Meritorious Unit Commendations, Navy Expeditionary Medal, Southwest Asia Campaign Medal, two Battle "E" Ribbons, and the Sea Service Deployment Ribbon.

Commander Gaylor is married to the former (b) (6) of (b) (6). They reside in (b) (6) with their daughter (b) (6).

10. OFFICER ROSTER

COMMANDERS	LINEAL NUMBER	DATE OF RANK
GAYLOR, STEVEN C.	006931-40	01 SEP 88
BERNHARD, DAVID L.	007450-20	01 JUL 90

LIEUTENANT COMMANDERS

(b) (6)	023706-10	01 JUL 89
	024022-10	01 JUL 90
	024035-10	01 JUL 90
	024138-50	01 SEP 90
	*065560-40	FROCKED

LIEUTENANTS

(b) (6)	066591-70	01 JAN 87
	066672-10	01 APR 87
	075007-00	01 OCT 88
	075068-50	01 DEC 88
	079029-45	01 SEP 90
	079141-80	01 SEP 90
	079186-05	01 SEP 90
	079287-15	01 SEP 90
	079291-05	01 SEP 90
	*105310-30	01 FEB 91
	*105390-70	01 MAY 91
	*105448-80	01 JUN 91
	*105490-20	01 JUN 91
	*105550-90	01 JUN 91
	*105572-50	01 JUN 91
	*105750-90	01 DEC 91
	*105883-90	FROCKED
	*105927-00	FROCKED
	*106157-20	FROCKED

LIEUTENANT (JUNIOR GRADE)

(b) (6)	*106221-60	02 DEC 90
	*106326-60	17 MAR 91
	*106561-20	31 MAY 91

WARRANT OFFICER (CWO2)

(b) (6)	996111-40	01 MAR 90
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* DENOTES LINEAL NUMBER OF PREVIOUS RANK